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DDG-21/REM:ht  
5740  
Ser: 04-74  
11 MAR 1974

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From: Commanding Officer, USS COCHRANE (DDG-21)  
To: Commander Cruiser Destroyer Force, U. S. Pacific Fleet  
Subj: Command history for calendar year 1973; forwarding of  
Ref: (a) COMCRUDESPACINST 5000.3E (ART A3117)  
Encl: (1) USS COCHRANE (DDG-21) Command History Chronology  
of Outstanding Events  
(2) USS COCHRANE (DDG-21) Command History Narrative  
(3) Navy Unit Commendation Citation

1. In accordance with reference (a), enclosures (1), (2) and (3) are forwarded.

J. E. BOLAND

Copy to:  
CINCPACFLT  
COMCRUDESPACREP Pearl  
COMDESRON TWENTY-FIVE

RECEIVED
OPNAV
MAIL & FILES BRANCH
21 AUG 1974



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Classified by: OPNAVINST 5750.12B  
Declassified: 31 December 1980  
~~ISW Executive Order 11652~~

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SCHEDULE OF EVENTS

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- 1-15 JAN 73 Attached to CTU 77.1.1 for Linebacker Operations
- 1 JAN 73 On station, Station "W", Hon La Surveillance Area, off the coast of North Vietnam. Flagship for CTU 77.1.1 and Linebacker Operations
- 2 JAN 73 Refueled from USS HASSAYAMPA (AO-145)
- 5 JAN 73 Rearmed from USS MAUNA KEA (AE-22), refueled from USS CACAPON (AO-52)
- 8 JAN 73 Refueled from USS CACAPON (AO-52), rearmed from USS MAUNA KEA (AE-22)
- 10 JAN 73 CAPT. CRAVEN, Chief of Staff for CTF 77, came aboard for a visit
- 11 JAN 73 CAPT. CRAVEN departed. Rearmed from USS MAUNA KEA (AE-22), refueled from USS TOLEVANA (AO-64)
- 14 JAN 73 Refueled from USNS TALUGA (AO-62), rearmed from USS PLINT (AE-32). Replenished from USS NIAGARA FALLS (AFS-3)
- 15 JAN 73 Relieved by USS GOLDSBOROUGH (DDG-20). Proceeded to "Y" station north and plane guard duty for USS RANGER (CVA-61)
- 15-24 JAN 73 Attached to CTG 77.7 for plane guard operations
- 17 JAN 73 Sighted Communist Chinese luxury liner YAONDA, close aboard during flight ops. Refueled from USS WICHITA (AOR-1)
- 20 JAN 73 Refueled from USS MILWAUKEE (AOR-2)
- 21 JAN 73 Ranger loses A-3 overboard, commenced search for survivors.
- 22 JAN 73 Abandoned search, no survivors.

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23 JAN 73

Relieved from USS MILWAUKEE (AOR-2)

24 JAN 73

Relieved on station by USS CONE (DD-866)  
Commenced transit to Kaohsiung, Taiwan

26 JAN 73

Moored starboard side to USS BRYCE CANYON (AD-36),  
Kaohsiung harbor for upkeep

6 FEB 73

Underway for Buckner Bay, Okinawa

7 FEB 73

Moored port side to pier Buckner Bay, Okinawa

9 FEB 73

Underway for Yokosuka, Japan. Conducted air  
tracking exercises, gunshoots, and man overboard  
drills in Okinawa operations area

12 FEB 73

Moored to ammunition buoy #1, Yokosuka, Japan.  
Commenced offload of 5"/54 caliber ammunition  
Shifted to pier 6, outboard USS DIXIE (AD-14)  
and USS PREBLE (DLG-15).

17 FEB 73

Underway for Pearl Harbor in company with  
COMDESRON TWENTY-FIVE, USS PREBLE (DLG-15), USS  
RATHBURN (DE-1057), and USS BRONSTEIN (DE-1037)

22 FEB 73

Brief stop for fuel at Midway Island

25 FEB 73

Moored starboard side to berth B-254, Pearl  
Harbor, Hawaii. Commenced leave/liberty standdown

12 MAR 73

Commenced READIMP

14 MAR 73

Shifted berths to B-26

28 MAR 73

Shifted berths to B-20

18 APR 73

Shifted berths to W-1, NAD, Oahu; offloaded all  
ammunition in preparation for upcoming complex  
shipyard overhaul. Later shifted to H-2 to  
offload fuel

19 APR 73

Shifted berths to B-15, U. S. Naval Shipyard,  
Pearl Harbor

25 APR 73

Shifted berths to B-18

Enclosure (1)

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4 MAY 73 Commenced pre-overhaul restricted availability

18 MAY 73 COMCRUDESPAC, RADM Mark V. WOODS, came aboard for a visit

19 MAY 73 Shifted berths to B-1

4 JUN 73 Commenced complex overhaul, U. S. Naval Shipyard, Pearl Harbor, Hawaii

12 JUN 73 CDR R. K. U. KINCNE, USN, was relieved by LCDR J. E. BOLAND, USN, as Commanding Officer.

13 JUL 73 Shifted to Drydock #4

28 AUG 73 Departed drydock, moored portside to B-1

27 SEP 73 COMCRUDESPAC, RADM Mark V. WOODS, came aboard for a visit

20-21 NOV 73 Passed Propulsion Examining Board Light Off Examination Forward

17-18 DEC 73 Passed PEB Light Off Examination Aft; Engineering plant certified for light off forward and aft.

18 DEC 73 Shifted berths to B-17

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The year 1973 began with a bang for COCHRANE. She lay quietly conducting surveillance operations in Station "W", Hon La Surveillance Area off the coast of North Vietnam on a warm, sunny morning. Suddenly she found herself the target of heavy and accurate hostile fire from the beach and was forced to retire to seaward at flank speed, simultaneously silencing the enemy gun emplacements with fire from her after mount.

From 1-15 January COCHRANE served as flagship for CTU 71.1.1 and together with two other destroyers conducted Linebacker operations. Linebacker units served a dual mission; by day keeping tabs for higher intelligence on the CHICOM merchant shipping in the Hon La area of North Vietnam and by night conducting coordinated, high speed raids on military targets along the coast of North Vietnam, frequently receiving highly accurate hostile fire for their efforts.

During this period COCHRANE, with COMDESRON TWENTY-FIVE embarked as CTU 77.1.1 led thirty-one night strikes upon fuel dumps, supply depots, and various other military targets in North Vietnam. COCHRANE expended approximately 2000 rounds during the raids and received over 600 rounds of enemy fire.

On the afternoon of 10 January, Captain CRAVEN, CTF 77's Chief of Staff came aboard COCHRANE to observe first hand what she could do. He was duly impressed with the professionalism and efficiency of COCHRANE's crew as she conducted two night strikes along the coast of North Vietnam.

On the morning of 15 January COCHRANE received the news that GOLDSBOROUGH (DDG-20) was enroute to relieve. It was the end at last for port and starboard watches, combat missions in the middle of the night, and air and surface shell bursts close aboard. She reported later in the day to CTG 77.7 in "Y" station north for rescue destroyer duty with USS RANGER (CVA-61).

During a quiet 20-24 watch on 21 January, COCHRANE was holding lifeguard station astern of RANGER while the carrier launched her aircraft. Suddenly the watch observed that an aircraft had failed to gain the required altitude after launch and plunged into the water. Seconds later a report from RANGER confirmed that an A-3 with three crewmembers aboard had gone down. Rescue teams from COCHRANE and the carrier immediately

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began an intensive search of the launch area but the next morning revealed only assorted wreckage and no survivors. The search was reluctantly abandoned.

After nine days of carrier operations COCHRANE was relieved by USS CONE (DD-866) and set a course for a well deserved rest in the popular port of Kaohsiung, Taiwan, where she moored in the early afternoon of 25 January. On 28 January the Vietnam war officially ended and each member of COCHRANE was justifiably proud that his efforts had played a significant role in bringing about the long awaited cessation of hostilities. She was later to receive the Navy Unit Commendation for her work during the war. (See enclosure (3)) After eleven days in port during which COCHRANE took the opportunity to accomplish much needed upkeep, she steamed to Buckner Bay, Okinawa, arriving on 7 February. COCHRANE spent a day and a half taking in the sights in Okinawa before she got underway 9 February for Yokosuka, Japan and outchop. Enroute Yokosuka she got in some quarterly training qualifications by conducting air tracking exercises and air gunnery shoots in the Okinawa operations area.

COCHRANE arrived in Yokosuka on 12 February and offloaded several hundred rounds of 5"/54 caliber ammunition at ammo buoy #1 before shifting to pier 6 outboard USS DIXIE (AD-14) and USS PREBLE (DLG-15). The crew took maximum advantage of the exchange facilities in Yokosuka to stock up for the last time before going home. Many men took time to go up to the thriving and exotic capital city of Tokyo and tour the beautiful countryside in this part of Japan. Early on 17 February, all lines were taken in and COCHRANE headed for home, in company with COMDESRON TWENTY-FIVE, USS PREBLE (DLG-15), USS RATHBURN (DE-1057), and USS BRONSTEIN (DE-1037). During a brief stop for fuel at Midway Island on 22 February, COMDESRON TWENTY-FIVE shifted his pennant from PREBLE to COCHRANE and ensured his Linebacker flagship would enter Pearl first.

COCHRANE arrived home at 0845 Sunday, 25 February and moored starboard side to berth B-25½. The ship was greeted joyously by dozens of relatives, loved ones, and friends as she concluded a particularly arduous seven month deployment. She settled down to a hard-earned, well deserved period of leave and liberty.

On 12 March readiness improvement was implemented. The true spirit of READIMP was to significantly upgrade the material condition and training readiness of all ships of the Pacific Fleet now that the hostilities in Southeast Asia and concurrent

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heavy ships operations had ceased. COCHRANE attacked this vastly different task with the same vigor with which she had excelled in combat.

On 18 April, COCHRANE got underway for the last time in 1973 under her own power to proceed to NAD, West Loch and offload all ammunition aboard, except some rounds of .45 caliber. After the offload she proceeded to berth H-2 to offload her remaining fuel and thus prepare for the rapidly approaching complex shipyard overhaul. The following day she was moved to berth B-15 in the shipyard. 4 May saw the official beginning of the pre-overhaul restricted availability and an acceleration in the pace of overhaul preparations. The men began to tear down and prepare to overhaul much of the valuable equipment which had served COCHRANE so well in WESTPAC. COCHRANE shifted berths to B-1, which was to be her home for almost two months, on 19 May.

The complex shipyard overhaul commenced officially on 4 June. This was scheduled to be the most comprehensive, costly, and beneficial overhaul COCHRANE would receive since her commissioning in 1964. Radio Central and CIC were to be completely torn out. The new COMM Center would have the most modern communications equipment and the new CIC would have the Junior Participating Tactical Data System and a completely new and computerized weapons interface. The OMEGA navigation system would replace LORAN-A. The Mark 10 5"/54 guns would be installed. The main propulsion plant was earmarked for over five million dollars in modification, maintenance and general repair. Numerous other equipments and systems were scheduled for complete overhaul either by the shipyard or by ship's force.

On 12 June, LCDR Joseph E. BOLAND, USN, relieved CDR Robert K. U. KIHUNE, USN, as Commanding Officer. CDR KIHUNE was ordered to COMTHIRDFLT for duty. LCDR BOLAND came from USS JOSEPH STRAUSS (DDG-16) where he had been Executive Officer.

COCHRANE moved to Drydock #4 on 13 July, and remained there until 28 August. During this period her hull was completely sandblasted, primed and painted. She also received extensive work on her sonar dome, propellers, and starboard rudder. She was shifted from the drydock to berth B-1 where she was to remain until 18 December.

On 20-21 November, COCHRANE successfully passed a Light Off Examination of her forward propulsion plant conducted by the Propulsion Examining Board. This board is composed of four officers whose mission is to examine 1200 PSI steam engineering plants for satisfactory material condition, training readiness, proper administration and records. No plant is

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certified for light off without the approval of this extremely thorough board. COCHRANE responded to the challenge posed by PEB in typical fashion, backing the engineers as a team. The all-hands effort resulted in yet another milestone for the ship in her history. The PEB examined the after plant on 17-18 December, and at that time certified both of our engineering propulsion plants ready for light-off.

COCHRANE shifted to berth B-17 on 18 December and remained there for the last weeks of 1973, a year of success and achievement for a fine ship and her fine crew.

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THE SECRETARY OF THE NAVY  
WASHINGTON, D. C. 20350

The Secretary of the Navy takes pleasure in presenting the  
NAVY UNIT COMMENDATION to

USS COCHRANE (DDG-21)

for service as set forth in the following

CITATION:

For exceptionally meritorious service while assigned to the United States SEVENTH Fleet and participating in combat operations in Southeast Asia from 8 August 1972 to 28 January 1973. Assigned as a Naval gunfire support unit off the coast of the Republic of Vietnam, USS COCHRANE provided exceedingly accurate and effective gunfire support which destroyed or severely damaged numerous enemy troop and logistic facilities, and on one occasion, saved a friendly forces position from being overrun. Additionally, COCHRANE was distinguished by her most effective participation in numerous high-speed naval gunfire strikes against important military targets along the heavily fortified coast of North Vietnam. During these strikes, while subjected to intense and accurate hostile fire, the officers and men of USS COCHRANE displayed exceptional courage and calm professionalism while successfully completing every assignment. By her consistently outstanding performance throughout this period, USS COCHRANE contributed significantly to the achievement of United States objectives in Southeast Asia and upheld the highest traditions of the United States Naval Service.

*John W. Warner*  
Secretary of the Navy

Enclosure (3)

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